

CHARLES B. GORDON
THOMAS P. SCHILLER
DAVID B. DEIOMA
JOSEPH J. CORSO
HOWARD G. SHIMOLA
JEFFREY J. SOPKO
JOHN P. MURTAUGH
JAMES M. MOORE
MICHAEL W. GARVEY
RICHARD A. SHARPE
RONALD M. KACHMARIK
PAUL A. SERBINOWSKI
BRIAN G. BEMBENICK
AARON A. FISHMAN



PEARNE & GORDON LLP

ATTORNEYS AT LAW

1801 EAST 9th STREET

SUITE 1200

CLEVELAND, OHIO 44114-3108

TEL: (216) 579-1700 FAX: (216) 579-6073

EMAIL: ip@pearnegordon.com

STEPHEN S. WENTSLER
ROBERT F. BODI
SUZANNE B. GAGNON
UNA L. LAURICIA
STEVEN J. SOLOMON
GREGORY D. FERNENGEL
BRYAN M. GALLO
BRAD C. SPENCER

OF COUNSEL
LOWELL L. HEINKE
THADDEUS A. ZALENSKI

PATENT, TRADEMARK,
COPYRIGHT AND RELATED
INTELLECTUAL PROPERTY LAW

January 19, 2006

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Certificate
FEB 14 2006
of Correction

Re: U.S. Patent Application for
"DRIVING ASSISTANCE APPARATUS"
Serial No.: 09/993,727 - Filed: November 6, 2001
Patent No.: 6,958,770 - Issue Date: October 25, 2005
Our Docket: 33984


Sir:

In proofreading the above-referenced patent, typographical errors were noted. It is not believed that these errors require a Certificate of Correction. However, it is respectfully requested that this letter be placed in the file for this case.

The following errors were noted:

Column 7, line 19, "FIG. 11B" should read "FIG. 11A".

Respectfully submitted,


Jeffrey J. Sopko, Reg. No. 27676

JJS:vlm
Enclosure

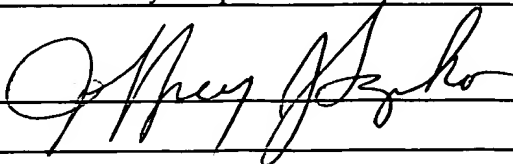
I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450 on the date indicated below.

Jeffrey J. Sopko

Name of Attorney for Applicant(s)

January 19, 2006

Date



Signature of Attorney



images, these images of the adjoining vehicles may be sometimes deformed as actually-not-available images. These converted images are produced in such a manner that images picked up along the transverse direction are forcibly converted into
5 images observed from the upright position.

In Fig. 11B, although the images of other vehicles should be originally observed as the images of Fig. 11A, however, these vehicle images are observed to largely deformed, such that the vehicle is pushed over sideways.

10 On the other hand, the obstacle sensing unit 4 corresponds to such a distance measuring sensor as an ultrasonic-wave sensor, a millimeter-wave radar, and a laser radar. That is, this distance measuring sensor transmits sound, electromagnetic waves, and the like to an obstacle, and then
15 measures a time duration between the transmission time and the reception time reflected from the obstacle to finally obtain a distance between this sensor and the obstacle. In the case that an actual condition may be represented as in Fig. 11A, and further, the obstacle sensing unit 4 is mounted
20 on a left front edge of the own vehicle, a distance "d1" between a sensor position of the obstacle sensing unit 4 and an obstacle may be measured by the obstacle sensing unit 4. Also, when only one set of a distance sensor such as an ultrasonic-wave sensor is employed, a correct presence direction of an obstacle
25 (another vehicle) cannot be grasped. For example, when two